

Aug. 27, 1907

But a few short years since the man who was known to be a believer in flying machines was laughed at even by his intimate acquaintances. But all that has passed as the result of the more or less successful attempts at aerial navigation which have become more frequent. Aeronauts of many nationalities have for years been experimenting upon various kinds of air craft and each has learned lessons from the others' failures and mistakes.

Within a few miles of Stettler live a family by the name of Underwood who are of an inventive turn of mind. Mr. Underwood, sr., was the inventor of the first rotary plow in use in the world. He invented this implement some thirty years since and later sold the patent to the John Deer Company who have it upon the market. It has many advantages over other plows, and six horses can handle with ease this ten disc implement which plows a strip five feet wide. In addition to this, he and his three sons have invented a number of other articles, some of which have been stolen from them by unprincipled men. For the last ten or fifteen years the three sons, v z., John B., Elmer A., and Geo. T. Underwood have devoted a great portion of their time to the perfecting of an airship. Having heard so much of Alberta's sunny climate and knowing that the population were chiefly farmers who would be more likely to ridicule than pry into their invention, they moved here from the United States last year and have been hard at work upon their invention in a thick clump of trees near the farm house. The writer who visited the scene of operations last week, was not a little surprised at the amount of work expended upon the invention, which when completed will cost in the neighborhood of a thousand dollars.

The inventors claim that they have a perfect flying machine of the aeroplane class, or rather that the design is perfect though they may be some weeks adjusting everything so that it will balance perfectly. The Underwood Brothers are now anxiously awaiting the arrival of their six horse power motor cycle engine from New York, so that they may make the trial flight. If it is possible to complete the machine in time the first flight of any distance will be made into the Stettler Fair, which takes place on the 18th and 19th of next month. The inventors have every confidence that their invention will be a success and the Stettlerites are naturally anxious that this, best of all drawing cards will be on exhibition at the Fair next month.

Oct. 1: The management of the Agricultural Society regret that on account of the delay in the delivery of the engine for the flying machine. Messrs. Underwood have been unable to get same installed and in consequence thereof the machine will not be ready to make a flight during the fair. The engine which left New York about the 12th inst. was not delivered here till Friday last which left the constructors no time to instal it in order to make a demonstration during the Fair. The machine is complete in every other detail and by arrangement with Messrs Underwood the management have the pleasure to announce that it will be on show today and tomorrow.

Cot. 8-07

Flying Machine -3

STETTLER DISTRICT FIRST FAIR A SPLENDID SUCCESS

.....It was a disappointment generally that the flying machine invented by the Underwood Brothers was unable to make a trial trip and for this second set-back Stettler has also to look to Calgary for had the customs officials at that point not held the engine there a week before notifying Messrs Underwood of its arrival, the latter would have had sufficient time to instal it in the machine and so have had everything ready for a flight during the Fair, as it was the engine did not arrive until the evening of Friday, September 27th, which was too late to permit of its being placed in position and a trial being made.

It is true the manufacturers, too were later in shipping than what Messrs. Underwood had reckoned on, but they shipped in time had not the engine been detained in Calgary.

Oct. 17: Editorial

The Underwood Brothers are still hard at work upon their invention or rather the installation of the engine and mechanical parts connected with it and they hope very shortly to make their trial flight.

It has for years become the custom to regard the "flying machine man" as a crack or a dreamer but the successes of recent years that have attended the efforts of men of brains and ingenuity has had the effect of convincing the most sceptical that aerial navigation is possible and many who only five years ago ridiculed this mode of travel, are beginning to look forward with some show of eagerness to the day when they will be able to bridge space in this manner with every degree of safety.

The simplicity of the design of the Underwood machine, together with its absolute security against "turning turtle" appeals to every one who has seen it, and these advantages, coupled with the fact,

that its plane surface is, in proportion to its weight, many times greater than any other machine ever displayed, seems to ensure its ultimate success, though it may be some time before everything is adjusted and balanced so nicely that it will be capable of making an extended flight.

The Underwood aeroplane does not, in any particular, resemble any other known flying machine and it is more than likely that their invention will succeed: seeing that they have thought out a design of their own, which obviates the difficulties which caused the failures of their predecessors. These facts together with the knowledge that the Underwood family are inventors of a number of devices and machines of a marketable value convinces one that above all other things they are practical inventors and not immitators.

Should this machine prove the success its admieres think it will, the name of Underwood, the town of Stettler and incidentally the Dominion of Canada will attain a degree of notoriety that will engrave those three names on the pages of history for all time.

In view of the interest that is centering around the Stettler Flying Machine just now we have this week devoted as much space as could be afforded to the subject under the heading of "The Airship Age" which has been taken from an English magazine and is intersting reading; more especially as able writers for newspapers and magazines are now discussin aerial navigation w th all seriousness and not a few clear thinkers are looking forward to the possibilities of the greater powers abandoning the building of naval battle ships in favor of battle airships.